Indian

MOTOCYCLE CLUB OF GREAT BRITAIN

INDIAN FILE - ISSUE 70 - Autumn – Winter - 2006

Mister Indian of Holland
Tony "Indian" Leenes

The ride out stop at Tony's rally May 2005

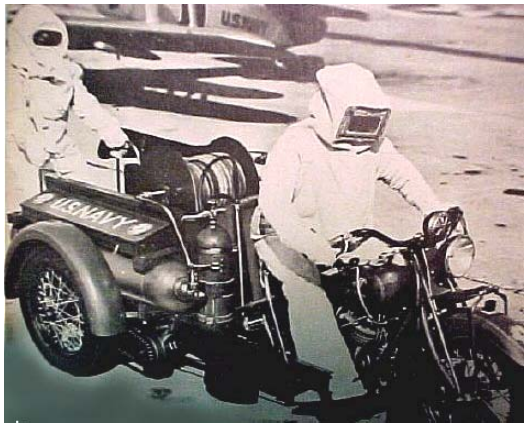
Indian Place 1 – 8531 XH Lemmer – Holland
Fax & Phone: 0031 (0) 514 563 244
Buy – Sell – Trade – Engine-Overhaul – Bike-Restoration
The One and the Only INDIAN/MOTORCYCLE museum in Europe
Normally opened on Saturday from 1 'till 5 o'clock, but always phone in advance
www.tonyleenes.nl

CONTENTS

FRONT COVER	-	Nice Ex Army Chief
Page 2	-	Mister Tony “Indian” Leenes
Page 3	-	Contents
Page 4	-	Editor’s Letter
Page 5	-	Letter from the new President
Page 6	-	Clubs Stand at Stafford April 2006
Pages 7 to 8	-	Red Fred’s Trip to the Int. Indian Rally – Hultsfred Sweden
Pages 9 to 12	-	The Belgium Indian Rally
Page 13	-	International Indian Rally – France 2007
Page 14 & 15	-	International Indian Rallies - Pictures
Page 16	-	Austrian Indian Tour
Pages 17 to 20	-	Death Valley Road Run Adventure Report
Page 21	-	Club Advertisements
Page 22	-	Obituary
Pages 21 to 25	-	Euroshop
Page 26	-	Email from Club member
Page 27	-	Pictures from New Zealand
Rear cover	-	Club officials contact details

~~~~~~

Fill in Picture


~~~~~~

LETTER FROM THE EDITOR

2 Keswick Drive
Cullercoats
North Shields
Tyne and Wear
NE30 3EW

10/12/2006

Dear Members

Well the autumn has gone and winter is hear, the riding season is over and its time to get in the shed and prepare your Indian for next years trips.

I am a great believer in the school of thought that says that a motorcycle that is not ridden is a waste. As you may have gathered that I like to and go to as many rallies as a can and I meet lots of Indian riders from all over England and Europe. Now if you think that our club has about 170 members. The Riders club has about 120 members. That is about 300 members in the UK. So why did only 29 club members turn up at the summer rally in Whitley Bay this year? If any members are thinking about attending any Indian rallies ether in the UK or in Europe and require any information please do not hesitate to contact me and I will try and help. Remember most Indian rallies welcome any makes of motorcycle, in fact all you need is an interest in Indians. Come in your van, bring your unfinished projects and people are only too pleased to help.

Anyway enough ranting, I and the rest of the Club officials would like to wish all our members and their families a very merry Christmas and a happy New Year.

You can contact me at the above address or the any of the followings telephone numbers, please feel free to contact me at any time.

Home 0191 2522840
Work 0191 2592849
Fax 0191 2582737 (24 hours)
Email jdwright@netcomuk.co.uk

Good riding to all you Indian enthusiasts.

Regards

John

John D. Wright

LETTER FROM THE NEW PRESIDENT

Howdy Yorl,

For the dubious benefit of the bloke who's just joined allow me to introduce myself, Calvin T Underwood 's the name, proprietor of Phoenix Restoration, antique motorcycle restorers specialising, not surprisingly Indians. I have been a club member since the early days and my claim to fame is being the only one sad enough to have attended ALL the club rallies, no, never missed one sod!

Well that's me now what about this wonderful club I preside over? Not far off twenty years old already, comprising a right mixed bag of enthusiasts, the rich and not so rich, pop stars to porn stars, all united under the Indian banner '' You meet the nicest people on an Indian '' (apologies to Honda) I have met some of my closest friends (including the Missus) through the Indian club scene, for some of us acquiring that first Indian and joining the club has proved to be quite a life changing event!

Besides the camaraderie, to me, helping each other out is what the club is all about, be it advise or parting with those bits you've hoarded and you now realise you'll never need. If you can swap parts better still and even more in the club spirit, so... anyone got a late 4 motor to swap for my junior scout frame?

Nice to see the quick flash of the war bonnet adorning the tank of a Wall of Death Scout on the BBC between programme bollix, probably the excellent Ken Fox wall.....see it, on about walls, I read the Alan Ford wall book recently ..... Buy it, on about balls, I read the Burt Munro book too, buy that too. If you lot behave your daft selves I might tell you about the time I had a go at the wall, well I might.

I am going to sign off on a sad note, by now many of you will have heard of the passing away of Steve Stephen's, former president, stalwart, ambassador of the club and all round great guy, he died at home after illness.
Andy Donald who was able to attend Steve's funeral told me it was a large turnout and a fitting send off for such a popular bloke, a group of vintage bikes accompanied the procession to the chapel in rural Bodmin. I had planned to attend with my brother Steve who flew over from Ireland especially to drive me down but sadly my current bout of spinal fun prevented us travelling the 300 odd miles on the day. I was gutted, but I couldn't get in the car ne'mind sit in it for 5-6 hours.

A donation was made by the club to the Macmillan nurses.

On behalf of the club I would like to send our heartfelt condolences to Steves wife Sheila, his daughters and family.

Chris Holland also informed me that he will ride Steves beloved Norton Inter with Steves ashes strapped to the tank up the Healy pass in Ireland during the Irish National rally, he will then scatter Steves ashes at the top, very poignant, very apt.
So long Steve, we'll miss you mate.

All the best to all of you out there.

Calvin Underwood

The International Classic Bike show
Stafford April 2006

As is usual in April, the club had a stand on the upper balcony at the International Classic Bike show at the Stafford County Showground.
Representing the club was Dave Gill, Calvin Underwood, Andy Donald, Tony Carabine and myself. We had a good variety of Indian's on display to titillate the visiting public. The oldest machine was an original 1923 Scout owned by Tony Carabine. This machine was exported by Indian to a company in Sweden called Winklund, who apparently repainted them over the original Indian paint. This particular example was in green and still in very good condition.
Also on display was my 1940 Sport Scout replica, a 1942 741 bobber owned by Tim Maddocks, Eddie Baine's 1948 Papoose (the worlds slowest Indian) which is a re badged Brockhouse Corgi folding paratroopers bike. This took pride of place on a table at the back of the stand, and last but not least, Dave Gill's 1953 Chief.
We managed to sell a record amount of regalia and enrol a few new members. We also walked away with some of the silverware, my scout winning the award for Best Indian. Tony Carabine also won the Best Vintage award for his restored 1929 "101" scout which he had on show as a private entry elsewhere at the show.

John Chatterton
Ride safe

Red Freds Trip to the Swedish International Rally

This years International Indian Rally was hosted by Sweden. This is their second time throwing out the welcome mat. I had missed the 1st, and wasn't about to be left out this time.

First, a little background on the Swedish scene. Seems our very own Mr. Hedstrom was born in southern Sweden, and most tourist brochures depict this. They are proud of their hero & rightly so. Second, Sweden wasn't really effected by WWII. They weren't damaged & they didn't suffer through their economy. In fact, when the Stukas stopped, Sweden was one of the few countries poised to buy goodies. Most of Europe's transportation industry was in rubble, so along came American iron. Yep, there are tons of '46,7 & 8 Chiefs in Sweden. AND, a lot of them sport left hand sidecars!

Sweden ran by the proper UK road system with driving on the left, er wrong, side of the road. Hence the lefty chairs. Then one day, around '64 or '65, they suddenly went right (correct), and drove on the other side of the road! A radio announcement let everyone know! So here we have a prosperous nation, hell bent on having fun with cars, bikes, & hot rods. I've never seen so many '50 & '60 Cadillac convertibles in my life. They were everywhere! Lots of Rockabilly stuff too. Anyway, Swedish Indian guru Jurgen Sandberg has been making treks to the states over the last few years, shopping for goodies, and making contacts for his flourishing Indian Shop in central Sweden. I got to know him through my buddy Geoff Ringle of Old Iron Designs, and the rest is history.

Jurgen picked us up in Stockholm and showed us the touristy bits of the very neat & tidy city. We then blasted the 3 1/2 hours north to his village where he has a massive barn-like complex for all his Indian wares. His show room was still under construction, but we definitely got the idea. There was a beehive of activity there already. Two Germans had made the trip up to the Arctic Circle and were on their return leg home via the Swedish Rally. They were tightening up some maintenance issues on the enduro tired 741, and a fully street-ized '47 Chief. These guys had just come back from an ODYSEE.

Also in attendance was fellow German Jergen Hecker on his trusty 101 with guests Jim Parker from Australia riding his son Donald in Jergens' '39 Chief with S/C. This lot took the scenic route, venturing East from their Southern German starting point, entering Poland and attacking Sweden via Finland. They also put on a few thousand miles, and were using the Rally as their returning point.

Some of the local Indian guys popped in to contribute to the Indian madness at Jorgens. Jorgen keeps a very large & enthusiastic tribe going in Northern Europe. Sweden is made of vast open distances with lots of wooded lakes. Perfect for high-speed touring and most of the bikes proved it. 80"-84" was the norm, along with OD transmissions, large sprockets, and modern carbs. Everyone with a CV carb was constantly tinkering with them though. Our own bike, graciously lent by Jorgen was an 84" '47 Chief with a CV carb. It was balanced at 64%, and was perhaps the smoothest Chief I've ever ridden. Plenty of power, but gentlemanly smooth. In fact, LOTS of power! Geoff borrowed Jorgen's '36 Chief, fitting, as Geoff had previously lent out his own '36 to Jorgen for a Road Run in South Dakota earlier.

It was quite a coincidence that Jorgen's '36 was painted in the exact paint scheme and colours as Australian Jim Parker's personal '36 back down under. Maroon & cream. Jorgen mounted his freshly finished (well almost) '29 102. 102? Well, that's what he calls his modified 101. It sported a Standard Scout engine with Chief flywheels, and Sport Scout upper end. This package fits in the frame without any modifications. He did widen the tank to suit the larger engine though, and finished the package off in high gloss black with dull nickel hardware. Throw in a few Vargas pinup girls here & there, and it was quite the package. VERY FAST too!

With everything ready, we started off for the 5-7 hour journey south to the Rally site, which was world renown for it's Rock Concerts in Europe. I was the 1st to get lost just trying to get fuel! Distances are far, and civilisation is scarce in these parts. That's my excuse anyway. We finally gathered as a group and re-started on our mad scramble.

Things went OK until Jorgen's hot rod 102 started eating up batteries. Seems it was on the total loss system (generators are heavy ya know) and they would only last about 45 minutes. With now spare battery, we would rotate on out of a running bike all the way down to the rally site. Batteries were a bad subject amongst the group by the time we arrived. Arrive we did though, and man were there a lot of bikes. Cool bikes, ones that I've never scene before at any of the other Indian Rallys.

Red Freds Trip to the Swedish International Rally – Cont.

There was a lot of greeting & re-greeting from old friends and soon to become new friends. We never let language be a problem, although almost everyone speaks perfect English. We unloaded for Jorgens vending spot, and then cheated by checking in a hotel nearby. The Hotel was party central though amongst the entire Indian group also though. It was just like being there, but sleeping in a bed instead of a bag. Most of the early bikes were assembled in the sheltered bar area. There were few super rare jobs displayed; an orig. paint '16 Model K Featherweight, a '17 Lightweight twin (not available in the states), some Hendees, and some cool Power Pluses. Outside, most of the bikes were in 2 long rows that were quite impressive.

There we only a couple of 4ours; 2 gorgeous up-side downs, and a '42. Two Tangerine '53s were side by side in the line up, along with many early scouts, some 741s, a few Braves, lots of skirted Chiefs, and a dispatch tow owned by a Dane in his 80's. He had an attachment on his handlebars to accept a sleeping platform where he could camp out ON his rig!!!!! A wall of death machine fired up on rollers every hour on the hour to make sure everyone was still awake. England, France, Italy, Croatia, Finland, Germany, Holland, America, Australia, and few others were well represented in this global mix of Indian enthusiast. The ride out was through beautiful wooded countryside that enveloped plenty of steep, twisting, narrow ribbons of asphalt laid in the thick of the forests. A joint fuel stop with some 150 bikes saw us devour the supply of Pear flavoured popsicles.
Little did we know at the time, but Pears would be our theme flavour for the rest of the trip! Soon we were all spread out again, racing toward our common destination of the Ocscar Henstrome memorial site. Of course we saw bikes coming at us from the opposite direction, but we knew that if we went faster, we wouldn't get as lost!

A grisly seen met us around one sharp bend however. A 101 pulled over to take a leak in the bushes. While off in the bush, his bike fell over. The next rider feared the worst upon seeing this, and stopped in the middle of the road, in the turn. Next up was a big '47 Chief & sidecar. Well, there just wasn't enough room for everything in this turn. The sidecar passenger's leg was actually resting up on & outside of the tub, and contacted the passenger on the stopped Good Sameritan. Things were pretty balled up by the time we pulled through, but it all ended up many betters than it looked.
At the site of the memorial, which was actually Henstromes birthplace (a half-cave affair which actually wasn't too uncommon in his day), was a shrouded monolith of granite with a bronze relief of a Henstrome engine on it. It was awesome! A family descendant accepted the clubs well meaning presentation, and a picnic ensued with many photos taking in front of this Historic National Monument. I don't see the US doing anything to recognise any motorcyclists! Soon the rain came down, and we were all drowned rats. The kind of rain that gets everything inside your wallet wet, even when you're wearing rain gear!!!!!!! But it was all fun, especially since we had a hotel room to retreat too!

International drinking traditions are usually explicitly demonstrated on the final nights of these rallies. Being Americans, we were well armed with the makings for Manhattans. It didn't take many for me to get Mads from Denmark to let me be the very first person (other than him of course) to ride his gorgeous creation, the Alma 4. Built around an air-cooled 4 cyl NSU, he artfully recast many of the engine parts to look like (I think better) than the originals. We're talking the entire oil pan, and the tank here. It was like driving a 4our on steroids. She just wanted to rip, but I didn't get the chance to take her out on the road, just around the Rally complex. Maybe next time?

Sunday saw the sad trickle of most of the players saying their goodbyes and heading on down the road.
We absorbed young Halvor on his 84", OD trannied, CV carbed '44 Chief from Norway for our return trip to Jorgens to re-charge and get set for out Norway invasion.

Halvor was to be our guide.

Fred Johansen

The Belgium Indian Rally

Thursday 24th Aug 2006 To Monday 28th Aug 2006

Thursday 24th Aug 2006:
The ride from North Shields to the ferry terminal at Hull docks was approximately 140 miles for Philip & myself. Philip on my red 741b and myself on my black 741b combination.
The ride from Woodlinkin near Nottingham to the ferry terminal at Hull docks was approximately 90 miles for Jess, Tim, Joe & baby. Jess on his 1947 Chief, Tim on a 1948 Chief combination, with the baby in the sidecar and Joe on her red 741b bobber.
We all met at docks at about 16.15pm and checked in at the ferry terminal for Zeebrugge. It is an overnight passage and the return trip costs approximately £125 each for three motorcycles and three people sharing a four-berth cabin. Ferry Details - P & O Ferries Hull, 0870 5202020
The crossing was very smooth and we had a good meal and a few drinks in the bar.

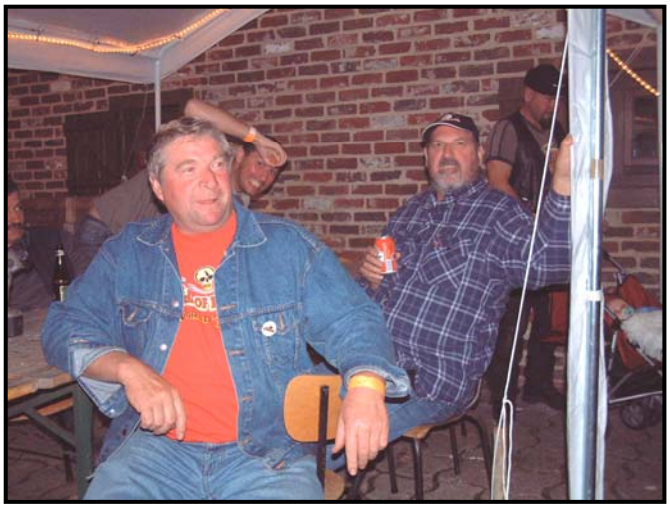
Friday 25th Aug 2006: AM - Zeebrugge
The boat docked at Zeebrugge at about 8.00am local time and the weather was good. After a stop for petrol we set off down the coast road to meet Peter and Anita at the small coastal village of Bray-Dunes just over the border near Dunkerque in France approximately 53 miles.
The reason I wanted to go to Bray-Dunes was to see the place were **The British Expeditionary Force** (**BEF**) was evacuated by the flotilla of small boats in June 1940. *The Dunkerque beaches.*

The Belgium Indian Rally – Cont.

Friday 25th Aug 2006: PM – Bray-Dunes
We arrived in Bray- Dunes at about 13.00 only to find Peter, Anita, Robin, Keith etc in the main car park just about to go for lunch.

After a nice lunch we set off for the last leg to the rally site.

Friday 25th Aug 2006: PM Arrive at Spaarpotweg 2.
We booked into the cabin and all had a few beers.



Saturday 26th Aug 2006
Up for a nice English breakfast. The ride out was a tour of the nice border country.
Of course it rained and Jess had a problem with water in the petrol. But after stripping out the carb and cleaning out the water it was off on the ride.

The Belgium Indian Rally – Cont.

Saturday 26th Aug 2006 – Ride out pictures

The Belgium Indian Rally – Cont.

Sunday 27th Aug 2006 Night time

As usual Elves put in an appearance and sung us some of his hits. The food was BBQ, hams with potatoes and salad. It all went off very well.

Sunday Aug 27th 2006: AM

After our breakfast and a last look round it was off to the ferry. Small problem with Joe's 741b, the distributor came loose but we soon had it fixed and back in running order again. Back to the docks in Zeebrugge for 17.00pm and check in at the ferry terminal for Hull.

Monday Aug 28th 2006: AM

Arrive at Hull Docks approximately 9.00am and set off for the ride back home.

~~~~~~

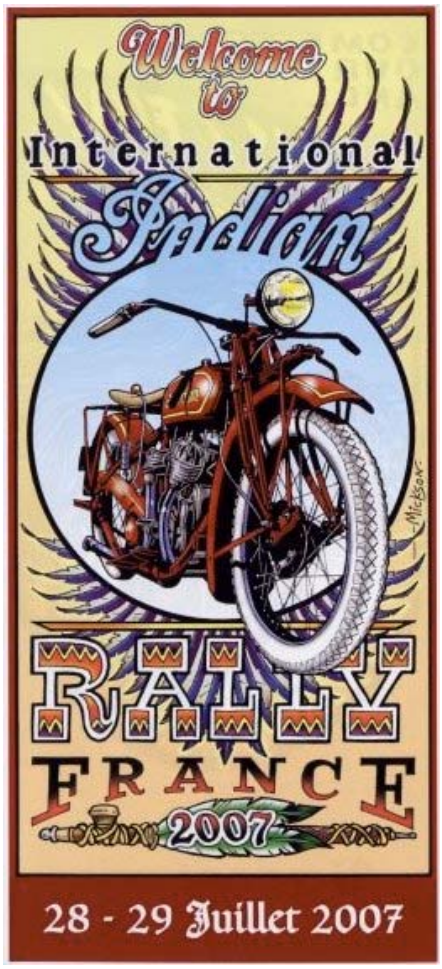
P & O Ferries Hull, 0870 5202020

Name	Surname	Ferry	COST	Type	DOB	MAKE	REG
John	Wright	Thurs 24th Aug Sunday 27th Aug	£ 122.41	4 berth sharing	13/10/1948	Indian 741b	GVU694
Philip	Wright	Thurs 24th Aug Sunday 27th Aug	£ 122.41	4 berth sharing	05/07/1981	Indian 741b	JNF704
Jess	Bamford	Thurs 24th Aug Sunday 27th Aug	£ 122.41	4 berth sharing	28/10/1950	Indian Chief	JVS676
			£ 367.23				

(The above fairs are included so that members can see the cost of the return trip.)
~~~~~~

International Indian Motocycles Rallye 2007

Friday July 27th 2007 to Sunday 29th 2007



Contacts - **Français** : Olivier Marchand Indian Club France, 2 Ormes, 45300 Pithiviers le Vieil tél : +33 (0)2.38.30.35.29 - **Français / English** : Fred Dufrêne – +33 (0)8.71.76.70.58 - **Français / Deutsch** : Zuckes – +33 (0)3.88.50.05.45 - **Français / English / Netherlands** : Rolande Van Gysel indianrolly@hotmail.com Indian Friends of Belgium - Klaprozenlaan 16, 08400 Oostende +32.59.70.53.63

We are pleased to welcome you to a real military fortress in the heart of a region of lakes, forests and valleys with a rich, historic past. We hope you will have a good time.

Please note : the water at the fort is not drinkable

Site opens Friday, 27 July at 15:00
Site closes Monday, 30 July at 10:00

Please check our website at **www.indianclub.org** for updates.

English

Cost: 80 € payable at the entrance
(under 16 years, free)

- Breakfasts served on Saturday and Sunday
- Supper on Saturday evening
- 3 liters of mineral water provided per person

Rally, free campsites, showers, toilets and electricity available, live music, games, demonstrations, swapmeet, boot sale, souvenirs

International Indian Rallies 2003 – 2004 – 2005

2003 Denmark

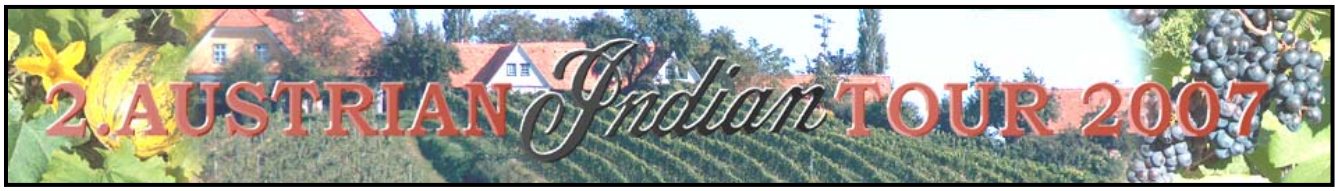
~~~~~~

2004 England

~~~~~~

2005 Germany

International Indian Rally – 2006



Welcome to the 2. Austrian Indian Tour!

For the second time the Austrian Indian Riders are inviting you to Austria. This time we will ride throu the "Austrian Tuscany", the famous wine region in southern Styria. We will see the southern styrian wineroad, riding thru shadespending woods, up to the wineflats. At the end of the first day, we will arrive at the "Schilcherland - Hof" to stay for one night. At the second day we will ride the "Sausaler" wineroad, getting near to the "Riegersburg" , a castle in eastern Styria. Via Straden we will return to southern Styria. At the last evening we will take part at a winetasting and enjoy traditional food in the wine cellar of the beautiful "Gamlitz Castle" .

Schedule of the Tour:

Saturday, August 25th 07:		Individual arriving
Sunday, August 26th 07:	8.00am,	Meetingpoint at parkinglot of Gamlitz Castle
	8.30am,	Start of the "2.Austrian Indian Tour 2007", leaving the parkinglot
	Distance of 1st	southern Styrian wineroad, Eibiswald, St.Lorenzen,
	day, 150mls	Soboth mountianroad, Lavamünd, Wolfsberg, "Weinebene",
		Deutschlandsberg, Hebalpe, Pack, Edelschrott, Ligist,
		Schilcher wineroad, St.Stefan ob Stainz, Stainz
Monday, August 27th 07:	8.00am,	Good morning! Breakfast
	Distance of 2nd	Stainz, Preding, St.Andrä in Sausal, Sausaler wineroad,
	day, 120mls	Kitzeck, Leibnitz, Kirchbach, Kirchberg, Riegersburg, Fehring,
		Bad Gleichenberg, Straden, Mureck, Ehrenhausen, southern Styrian wineroad, Gamlitz
Tuesday, August 28th 07:		Breakfast, Time to say goodbye

2 Overnights as discribed above, http://www.viamichelin.de/http://www.viamichelin.de/on Sunday dinner and breakfast at the "Schilcherland Hof" on Monday winetasting and traditional food at Gamlitz castle, breakfast at "Eckberger Hof" beverages not included (except winetasting) Tour - Sevicecar per person 129,- Euro

3 Overnights as discribed above, on Saturday (arrivingday) dinner and breakfast at "Eckberger Hof" on Sunday dinner and breakfast at the "Schilcherland Hof" on Monday winetasting and traditional food at Gamlitz castle, breakfast at "Eckberger Hof" beverages not included (except winetasting) Tour - Sevicecar per person 179,- Euro

Booking and information :-
Florian Faltin
Lienfeldergasse 63A / 7
1160 Vienna - Austria
Tel.: 0043 - 676 - 613 46 26 email :- florian.faltin@chello.at **Web** http://www.austrian-indian-riders.at/Tour07/tour2007eng.htm

Death Valley Road Run Adventure Report

I'll start off by apologising for my bad grammar but you'll see why later on in the story. death Valley is always an exciting road run as it's one of the neatest places on earth. Where else can you be 200 ft below sea level and in a few hours be many thousand feet above sea level and in pure beauty.
Max Bubeck knows the western United States the best I have out of everyone I have ever met and especially death valley and he has shared his experiences with many. At a glance it's appears as a baron place but in actuality it is a magnificent, exciting and challenging place. It was true and the weather was ideal and after the run to Scotty's castle (about 60 miles away) we decided to have an impromptu drag race rather than just a ride back to base camp. We headed about 25 miles north just across the Nevada border on a dry lakebed for those that were up to it. It was a rush and it was balls out racing and nobody held anything back, 101's, Chiefs, Harley's and Nortons. I lost out to Jim Moshers Norton by about a bike length but the bobber was the last flat head standing. Great racing. 6 of us (4 Indians, a Norton and a new BMW 650 dual purpose). Decided we needed a challenge (far bigger than Titus canyon from years past) and decided to take on a 60-70 mile 4 wheel drive off road track over Hunter Mountain with absolutely no services what so ever.
The beautiful natural beauty of the scenery in out of the way places is well worth the trip in itself and its about as far as one can get to being in the middle of no where. This was by far the biggest challenge any one of us had ever taken out here and none of us really knew what the road was really like other than it looked interesting on the map. Gas was going to be the biggest challenge as we were going to cut it fine but we should all able to barely make it to Panamount springs (civilisation). Keep in mind there is no cell phone service in Death Valley; none what so ever so communication is a problem if we should ever need any. About an hr into the ride we came across a nice couple in their 4-wheel drive jeep liberty that had a flat tire and while changing it the jeep slipped off the jack and destroyed the jack. So now the jeep was sitting on a cockeyed wheel and they were done. They had been waiting for 4 hrs until we came along to save their day. 1hr into this ride only amounted to about 1/4 of the way, if that. The road was all loose gravel, rocks, boulders, washouts, dirt, switch backs, hills, mountains just about everything what a dirt bike is designed for and not any Indian especially a rigid frame bucking broncho bobber but hell if it can do Titus canyon it can do this too.
It would not be a challenge if we all had dirt bikes (or thought normally) and each of us was just as determined as the other to do it. Most of the riding was in 1st and 2 gear which chews up a ton more gas. I was told the following day that the 4 wheel drive clubs take 2 days to do this track while we figured 4-5 hrs hours or so should do. Gas ended up being an issue about 3/4 the way into it as we took a wrong turn that cost us precious gas to double back which was all up hill. You have to visualise this, it's out in the middle of the earth and it's not called Death Valley for no reason. There are no road signs and it's very easy to mess up and then you have no idea where you are at since you have nothing to reference yourself to. We split up into 3 groups of 2 when we ran out of gas figuring we'll use the buddy/safety method. Matt Blake and Jim Mosher had plenty of gas (oversize tanks help and so does British fuel economy) and had the best chance of getting out and bringing back gas. So they went ahead as it was now nightfall and our plan was to be out by now eating a big juicy steak at Panamount springs. Gary Smalz and Bob Clift went ahead on a different route but that's a different story in itself. After rocky and I ran out of gas we figured we were done but after a few hours one lonely vehicle cam by and had gas and beer but no siphon though. We ended up pulling the windshield washer hose off and started siphoning into an old water bottle we saved. The beer was used to flush my mouth out plus who new when our next drink was going to be (the last meal we had was 7am that morning and its now about 9 pm). We got as much as we could with the 2-1/2 ft hose, which we thought would be enough, but it got us about another 1hr up the road before we ran dry again. Now we were in the higher elevation and cooler climate too and with some wind. it was getting pretty cold and we found a hole on the side of the road so rocky and i nestled into it.

Death Valley Road Run Adventure Report - Cont

We didn't even think about snakes and scorpions until way later on but we were so worn out that we didn't give a hoot anyway.
The wind pretty much blew over us but it was still cold and getting colder and rocky decided to throw dirt on himself to try and get warmer with no luck. We were starting to think Jim and matt might not have made it out and we both had all sorts of things going through our minds. Then at about 1am Jim and Matt showed up in Jims van with gas so we jumped in the back and warmed up. Jim and matt continued on the long way to sweep the road to make sure Bob and Gary made it out OK and we continued on. We got about 1 mile down the road (2 am by this time) and a coyote ran out in front of me.
It looked like was going to hit my front wheel, next thing I know I'm heading towards a big rock and then worse, into a ditch which endoed the bobber and threw me off the bike like a pole vault. The bike was done and hurt real bad and definitely was not ride-able. I ended up landing on my right shoulder and tweaking it badly. I took a quick inventory of my body parts and my right shoulder felt like something was wrong. I decided to lay down and regroup.

Rocky doubled back since he no longer saw my head light and he didn't expect to see what he saw. As he approached I made sure I waved with my good arm so he didn't have any bad thoughts about me being dead or unconscious. I was still able to laugh and joke about it as being just another experience on an Indian as we've both had a few together. We left the bike there and gently eased over to his 45 chief and I rode bitch on the rear fender. We still had about 8 Mlles of bad road to go over and about 20 Mlles of good main highway black top and after what I had gone through even the rough road felt like a pretty smooth ride but it took a few breaks to get to Panamount springs. Panamount springs is a one-stop shop (gas, restaurant, bar, motel, etc.) and has a magnificent view during the day. Obviously at 4am no one was still up but we found a room that was vacant and I helped myself to a bed just to be able to get comfortable which was what I was after. Rocky had made good friends with the owners the day earlier so we thought that amounted to something for gate crashing the place. About 6 am they came in and made me very welcome and served up breakfast and hot chocolate. It was the 1st food we had in 24 hours and I thought where was that hot chocolate at 12.30 when we were freezing in the hole. After getting back to civilisation and having x-rays, it showed I had shoulder damage but no broken bones hence my bad grammar. The quacks had a good laugh at my grubby and tired appearance, torn jeans and home made sling and my story. They donated me a new late model sling saying this model is fully adjustable which I'm to wear for 8 weeks. I must have taken a good tumble as 24 hrs later in a lot more places and all over. I have a saying that I have used for many years about riding Indians, "turn a ride into an adventure", well we sure did this time, no regrets, just all good memories and great people. It's the people that make the difference and we're all laughing about our experiences.
Thanks to Rocky Halter, Bob Clift, Matt Blake, Jim Mosher and Gary Smalz for another great ride and being there when needed. I'm now planning for an off road special edition Death Valley model Indian. Some minimal requirements are hydraulic forks, swing arm rear suspension and a custom made 5-gal tank. I plan to have some pictures of our adventure up on our wesite www.kiwimotorcycles.com within the next few days.

Mike (Kiwi) Tomas

Kiwi Indian MotoCycle Company
www.KiwiIndian.com
ph 951 788 0048

Death Valley Road Run Adventure Report - Cont

Hi, Jim Mosher here. I too was on the "Death Valley Enduro", and had an interesting time. I would like to say how sorry I am that Kiwi "Stacked-Up" his bike, and also got wounded. I am as guilty as the rest of us for not taking some time to have a riders meeting to establish some guide lines, and etiquette for a potentially dangerous ride. Of the 6 of us, Bob Clift does some off-road, but I do an enormous amount of it. For that reason, I tried to take the rear, and help out crash victims. In the end, when it all unravelled, I had to rely on past experiences. I have been on the receiving end of rescues before, and it is a very desperate feeling to be many miles from nowhere, in the cold dark, wondering if anybody will ever find you. And at the same time, not having enough water, food, warmth, etc. After about 60 miles of rough road, and about 16 more to go, a bad decision was made to go down the wrong road. I pulled up last in line, and the decision to go was already made. I saw Bob head out, and as Gary was leaving, he said, "We're going this way". I had a feeling this was the wrong way, so I followed behind to discuss our progress at the next stop. Well the next stop was finding Kiwi out of gas, and I gave him 1/2 gallon of my Norton's 6 1/2 gallons. Matt, Kiwi, and I then proceeded on, and found Kiwi, and Gary turning back. They met a lone camper, who said we were on the wrong road, and it came out to the north many, many miles away. A decision was made to take another 1/2 gallon of my gas on Gary's modern, and fuel efficient BMW to Bob, because he was certain to run out of gas, and the 1/2-gallon might get him back to us.

Later I remembered that he is running the CV carb which gets great mileage, and that he would run out of gas far away, and the 1/2 gallon wouldn't get him back to the group. At this time, Matt Blake and I had decided to try to get back to Panamint Springs for gas, and go all the way back to Furnace Creek to get my Van equipped with 40 gallons of gas, food, water heat, tools, etc. Meanwhile, Kiwi had run out of gas again, and Rocky was on fumes.

They were going to have to sit and wait a while (I was now on Reserve). When Matt and I came across the 4-wheeler, we begged them to find a way to get some gas into Kiwi, and Rockies tanks to get them out. Matt and I still needed to get my van back, and to look for Bob, and Gary. We had another 100 late night miles to go (30 miles Off-Road, and 70 miles of mountain hi-way). Matt's original Moto-Lamp was as bright as a candle and my Typical Lucas system lasted about 3 miles after I turned it on. I could only barely see the dirt/rock road if I stayed right with Matt, and this is at about 20 MPH on the trail. After we hit pavement, and gassed up at Panamint Springs, we had the lady there call in that we were coming, and we would collect up the others as we found them. We didn't know yet about Kiwi's tumble. Time was of the essence, so we had to get back quick. As some of you know my '75 Norton 850 is Cafe Modified with low bars, solo seat, and Dunstall Rear-Sets (not the perfect Off-Road Combo), but very capable at speed in the mountains. There was a moon out that night, but it kept going behind the clouds. Following Matt's dim lights didn't help me see the road at all, so I decided to go ahead of him at a faster clip with just dim moonlight. I was able to perfectly see the white stripes, and the yellow centre stripe, so I was able to maintain 70 MPH all the way back. Matt did the same. If that moon had not been out, we couldn't have even walked out of there.

Death Valley Road Run Adventure Report - Cont

On our way back, we saw one lone headlamp, and figured it might be Gary. We stopped, and were shocked to find out it was Bob. He told us how he made it out without running out of gas (even I was amazed), and that the road was very long, very rough, and very cold. Now we were asking, "Where was Gary?". Well, Matt and I were on our way to find him. We hurried back with my Van, and found Kiwi, and Rocky where Kiwi (or Rocky), had again run out of gas. We gassed them up at just after mid-night, and proceeded to find Gary, and Bob. Unfortunately, soon after that Kiwi "Endo-ed". Matt, and I had another 80 miles of terrible untraveled off-road to do in my '76 Dodge Van that is lowered with a Hopped-Up 440" Hot-Rod motor, another vehicle not suited for Off-Road. Of coarse, we ignored all the signs warning us of "4 Wheel Drive Only!"

We kept a sharp eye out for the tire tracks of both Bob's, and Gary's bikes to know that they were still out front. At about 6:00 when the sun started to come up (the Vampire Hour!), we realised how far away from sanity we were. We had to climb out at around 7,000 feet, and finally hit pavement. After 24 more miles we were in Big Pine (150 miles back to camp!). The morning view of the Sierras made the trip worth while. On our way back, entering Panamint Springs, we saw Gary's Motorhome heading out, so we now knew he made it back OK. We stopped at Panamint Springs where Kiwi, and Rocky were just leaving, and they filled us in on the "Crash". We had all made it out OK, and in the end, we all feel we had "Quite-The Adventure".

We are already talking about doing it again next year (better prepared though). In the end, if we had all said "Oh Well, Bob will eventually turn around", and we all immediately gone back, we would have all made it back to camp by mid-night (including Bob), except, that would have been UNACCEPTABLE! You don't leave your Pals out on the trail! And you never ride out alone, EVER! We were all discussing the possibility of a "Death Valley Enduro" each year at the Max Bubeck Road Run for properly prepared Vintage bikes. We have been riding in Titus Canyon for years now, and this new route is allot more adventurous than that. So start dusting off those "Catalina Gold-Stars", the 441 Victors, Ariel Red-Hunters", British and Japanese Scramblers, and of coarse, some dirt prepped Indians, and H-D's. This can happen on the Sunday or Monday before the Official Road Run. There WILL be more discussion on this subject later.

See Ya next year;

Jim Mosher.

CLUB ADVERTISEMENTS

FOR SALE

For sale.

FOR INDIAN BRAVES.
NEW CENTRE STANDS, STRONGER AND SLIGHTLY LONGER THEN THE ORIGIONAL STAND. THESE LIFT THE WHEELS OFF THE FLOOR. £30 EACH PLUS P&P. STATE IF FOR MODEL "S" OR "R".
WIRING LOOMS MADE TO ORDER. ORIGIONAL COLOURS USED, COMES WITH SOLID STATE RECTIFIER AND WIRING DIAGRAM. RIDGID FRAME AND "S1" MODELS £45 PLUS P&P, "S2" MODELS £50 PLUS P&P.
NEW POINTS COVERS ALL MODELS £8 EACH PLUS P&P
PISTON RINGS PLUS 30, £8 PER SET PLUS P&P.
BRAVE ENGINES REBUILT WITH SEALED NEEDLE ROLLER CONVERSION TO DRIVE SIDE BEARING. ESTIMATES GIVEN.
JOHN CHATTERTON TEL 01663 747106 6.00-9.00 PM indianjohn@fsmail.net

~~~~~~

WANTED

Wanted.

WANTED FOR 1926 SCOUT. 1927 ONWARDS FRONT WHEEL WITH BRAKE HUB, SPEEDO. VALENTINE WOOD. TEL 01227 711563

WANTED FOR 741B. MILITARY CRASH BARS, HORN AND SADDLE BAGS.
JOHN ANDERSON. TEL 01847 811309.

WANTED FOR 1914 5hp FRONT AND REAR HUBS. JOHN SLOPER. TEL 01727 872692.

~~~~~~

NEW MEMBERS

VALENTINE WOOD	KENT	1926 SCOUT
WILLIAM BROAD	SURREY	1913 4 hp SINGLE

~~~~~~

Indian Owners of GB Rally - 8th - 10th June 2007

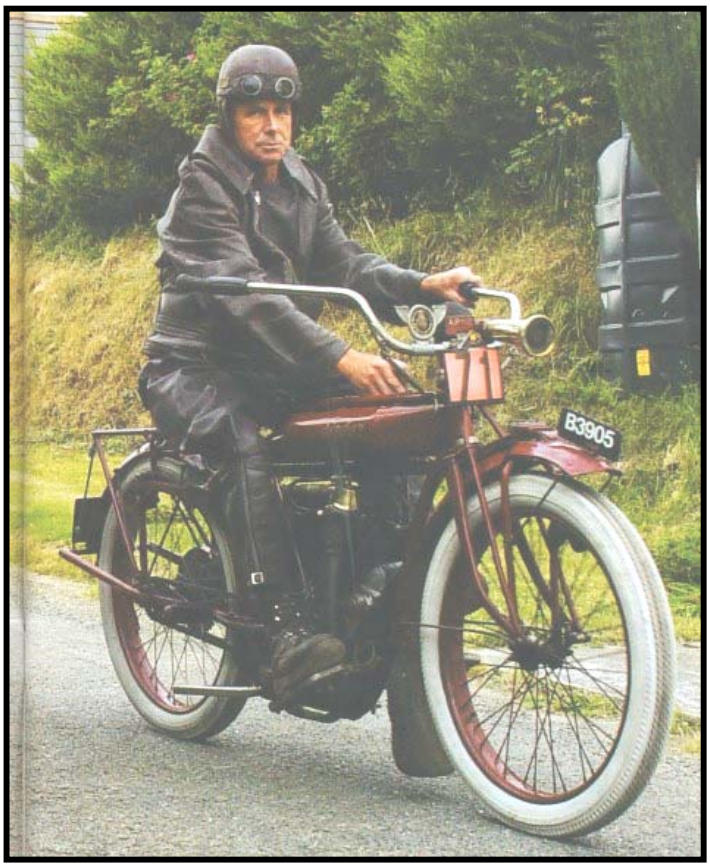
Venue: The Duke of York, Pomeroy, Buxton, Derbyshire, SK17 9QG
Tel 01298 83345
Price: To be confirmed.

There is a large camping field for our exclusive use with toilet facilities. The pub is going to do a barbeque for us on the Saturday evening. Breakfast will also be available at the pub as will meals throughout the rally. Frank Grassi has organised some live music and there will be a ride out through some stunning Peak District countryside plus the usual games etc.

Local B&B details to be advised shortly. For more information or booking contact John Chatterton on indianjohn@fsmail.net
~~~~~~

Obituary

Steve Stephens



Steve Stephen's untimely death will certainly leave a great gap in the vintage motor cycle world which I'm sure will be felt from Surrey to Cornwall and even on to Ireland and Holland.

Steve was so well known at various meetings; Horsepower, Pioneer, Irish week, plus a host of local runs and rallies, campaigning his Inter. Norton or his veteran Indian.

Steve was a very early member of the Indian Owners Club of Great Britain. In those days very recognisable with his long beard and his stove-pipe hat, he subsequently became the very enthusiastic President of the club, a position he held for some years.

One of Steve's earlier interests was trial riding and in later years he became an observer at the Talmag where a section bears his name.

Steve's interest in early American cars and motor cycles led him on many occasions to the U.S.A. where he usually visited his good friend Bud Ekins.

After giving up his Surrey home about six years ago he moved to Cornwall there to make new friends and carry on his interests with his usual enthusiasm.

Steve was never heard to say 'I wish I had', he had done it, nobody could pack more into life.

Our condolences go out to his wife Sheila and his daughters Claire and Emma.

Ray Chriss

EURO SHOP

UNITED KINGDOM:

For Sale: Indian Brave, 1956, 24,000 miles, One Lady Owner from new. Nice bike, good condition. Price: £1650. Contact: Mike DeBidaph 0044 1883 382 495 or email: clubsecretary@indianriders.co.uk

For Sale: Basketcase 741. 90% complete. Also vast collection of 741 spares. Call Mike on 01883 382495 or Alan on 01483 283198 (evenings)

For Sale: For Indian Braves. New centre stands, stronger and slightly longer then the origional stand. these lift the wheels off the floor. £30 each plus p&p. state if for model "s" or "r". Wiring looms made to order. Origional colours used, comes with solid state rectifier and wiring diagram. ridgid frame and "s1" models £45 plus p&p, "s2" models £50 plus p&p. New points covers all models £8 each plus p&p piston rings plus 30, £8 per set plus p&p. Brave engines rebuilt with sealed needle roller conversion to drive side bearing. Estimates given.
John Chatterton tel 01663 747106 6.00-9.00 PM indianjohn@fsmail.net

For Sale: Harley Davidson FLSTC Heritage Classic. V Reg, 22000 miles, very good condition. New battery and brake shoes with lots of extras £9,950 ONO Call Graham Jeffery 0044 1665 576217

AUSTRIA
For free: Pictures of the 1. AUSTRIAN INDIAN TOUR on the website of "Austrian Indian Riders". http://members.aon.at/austrian-indian-riders

BELGIUM
For Sale: 1958 Harley Davidson, complete restored.
Georg & Marga Schulz, B, Tel: +32-489-903966, Email: marga.schulz@eupen.de

Wanted: I'm looking for the following parts for a military (CAV) sidecar: 42809 rear fitting, 23B104 brake lever (x 2), 40958 brake rod, 26B207 coil spring, 75636 brake rod (between lever 42840 and lever 36B225), 45089 Bolt on rear fitting (5/8”-18 - 3 5/8”). For Indian 340 "CAV": Looking for any documentation, pictures, manuals, descriptions, old articles, books, pictures from movie, archives, illustrated user manual, etc., looking too for CAV registration numbers. Indian CAV (military) tand-sad (second solo seat for passenger), tand-sad handle and hardware, buy or swap.
Martin M. Bogaert, B, Tel: +32-477-340340, Email: Martinb1@scarlet.be

CZECH REPUBLIC:
For sale: Indian Power Plus 1916 with sidecar, bike is restored to a high standard, excellent throughout and runs as good as it looks. Fully equipped with Corbin, Klaxon, Prestolite and gas lamps. Expensive. Serious enqieries only, please. Indian V-twin model TT 1913 two speed project for sale EUR 15.000 Corbin set and carbide lamps included. Pictures by email. Jan Vadset, CZ, Email: indian_29@hotmail.com

For sale: Indian Scout 750 1929, fully renovated. Runs good. Pictures and videos at http://tomo.czweb.org/. EUR 15.000 OBO. Tomas, CZ, Email: info@tomo.czweb.org

FINLAND
For sale: 2 NOS front wheels (clincher rims) with spoolhubs from teens. They are supposedly Indian (I must say supposedly, as I'm not 100% sure. They DO look like Indian, and have traces of red paint/gold/yellow?? striping) Surface rust, but solid. No bearings. other one has one broken spoke, the other is complete. Size approx. 18" (smaller than '25 Chief) Price is negotiable.
Contact: Jack ja.korpijaakko@kolumbus.fi

EURO SHOP – Cont.

FRANCE
For sale: One pair of 741B fenders with braces.
Patrick Rodriguez +33 (0)1 30 85 07 76 - pvh.rodriguez@free.fr

For sale: 1940 1200 military Chief, 12V, new tires and battery, 800 km since complete restoration (civilianized). 20 000 Euros, pictures available by email
Michel Alunno - Email : mikalun@free.fr

Wanted: For a 640B Sport Scout : Frame (front and rear), front fork, handlebars .
Jo Venancio - Tel : +33 325.354.593 Email : vero.venancio@wanadoo.fr

Wanted: For Indian 340 "CAV" : looking for any documentation, pictures, manuals, descriptions, old articles, books, pictures from movie, archives, illustrated user manual, etc. Looking too for CAV registration numbers.
Martin M Bogaert, email : Martinb1@scarlet.be

Wanted: For Indian CAV (military) tand-sad, tand-sad handle and hardware, buy or swap. Martin M Bogaert, email : Martinb1@scarlet.be

GERMANY :
For sale: Very carefully completely restored civilianized Indian Scout 741b, 1941, frame black, tinware only primered so you can still choose your favorate color, special: custom made stainless steel headers and muffler.
Heinz Krieger, D, Tel: +49-7173–8886, Email: Heinz.Krieger@t-online.de

Wanted: Tanks for Indian 741B, 1941, looking for a set already painted black with Indian Headdress, tank should be rustfree and sealed. Susanne Gehrmann, D, Tel: +49-2324–6654 For

For sale: For 40up Chief: Battery case, polished stainless steel with original bottom plate red; complete rear wheel new spokes with brake + sprocket; heavy duty seat post springs; original rear springs with complete rear wheel mounting casting, very good; air filter with Indianscript AVON-tires 5.00x16 new EUR 75 each; transmission case new; transmission complete ready to bolt on, new; trans top ready to bolt on, like new; clutch set new; generator Bosch 6V new, fits in original clamp; generator 12 V new, with electronic regulator, fits in original clamp; for Big Chief 1928: Complete Motor-Primary-Transmission for restoration with many additional parts, will send list upon request; Splitdorf-ignition new; Autolite generator DU5H long new.
Dieter Bensching, D, Tel.: +49-170-921-5708, Email: DBENSCHING@muRata.de

Offer: Repair und new manufacture of leather seats and saddle bags. Alexander Meier-Niespodziany, D, Tel: +49-176-23201075

For sale: Generator drive with belt for 741 and Sport Scout, new; leather seat, black, new, make offer. Manfred Weinberg, D, Tel: +49-4456–1434, evenings 6 p.m.

For sale: Various used parts; e.g. 1926 Prince motor with magneto without carburetor EUR 950, set Chief tanks 40`s EUR 250; set Chief cylinder heads EUR 240, generator case EUR 30; set engine cases Scout 741b EUR 180; set engine mounting plates 741b EUR 30, set tank emblems new chrome 42-46 EUR 25, same 47-53 EUR 25. Uwe Illgner, D, Tel: +49-6031-61716, Fax: 61246, Email: eb.de

For sale: Chum-me seat with large passenger rail on HD-pan incl. mounting bracket, top notch new upholstery with 2,5mm thick leather EUR 450.
Offer: Upholstery of leather seats. Peter Fuehrmann, D, Tel: +49-2151-734078, Email:

EURO SHOP – Cont.

GERMANY : -Cont.

For sale: 1912-1915 Indian Single flywheels with pistons, 1912-1915 Indian Single BOSCH ZE 1 magneto, 1916-1916 Indian Twin transmission with clutch, 1916-1919 Indian Powerplus flywheels, 1917-1919 Indian DIXIE magneto, 1920 Indian Powerplus engine cases, very good, 1920-1927 Indian Splitdorf generator 1920-1927 Indian bracket for Splitdorf generator, orig., 1920-1927 Indian generator drive for Splitdorf clutch wheel, orig., 1928-1930 Indian Splitdorf magneto for 4, not complete, 1928-1930 Indian Scout front wheel without brake, 1928-1930 Indian cylinder heads 750cc, 1931-1932 Indian headlamp shell, 1922-1927 Henderson Zenith carburetor, trade possible, need HD parts 1915-29, Excelsior Super X.

Wanted: Parts, hints, contacts, pictures of Reading Standard 1919-1922, urgent: motor parts, footboards, chainguard, also would appreciate loan for reproduction. Speedl, D, Tel: +49-171-8715511 l BO, photos upon request. Email: indiansale06@freenet.de

NETHERLANDS :

For Sale:
Side-car type MARIK Indian House PRAGUE, left hand for Indian Four 1928 -1934, restored in parts, Euro 3.000,
INDIAN CHIEFS 1946 -1948 restored 19.000,-- Indian Parts, ask for list per email. Prince engine 650, Carroussel Motor round 1950, complete and original. 1.250, Front and rear wheel Motoplane /Junior scout, complete with tyres/brakes Euro 850, Indian collectibles. Hans van Heesch, 00 31 485 452215 email brd@planet.nl

POLAND

For sale : Indian Chief 1941 completely restored 1999 in full riding condition, good runner. EUR 22.500, Location:Warsaw,Poland. Robert Wieckiewicz, Email: rwieckiewicz@onet.pl

For Sale: large stock of repro parts for early Indians 1912-1915. Mr. Sylwester Sokolowski, address: ul.Bonifraterska 13, 99-400 Lowicz, Poland

For Sale: Military luggage rack for 741 (no side boards) Mr. Erwin Gorczyca - osrodek@dorsum.pl

For Sale: Large stock of repro parts for different models. Complete seats & parts, handlebars, luggage racks and many more. Mr Krzysztof Pedryc - indian56@interia.pl, www.oldtimerservice@riders.pl

Wanted: Front wheel rim for 101 Scout 1929. Mr. Erwin Gorczyca srodek@dorsum.pl

Wanted: Gas tank for 101 Scout in restorable condition, will buy early Indian seats or parts especially for Mesinger Cushion Suspension models. Mr. Krzysztof Pedryc - indian56@interia.pl

SWEDEN

For Sale: Henderson 1922 with sidecar, restored 100%. Photos on request. Leif Jostrand, Sweden. Phone +46 (0)31 29 69 23. E-mail. Jostrand@algonet.se

Email from Club Member

Hi John,

A Couple of months back I went to Kew gardens to see the Autumn displays among which was a special "feature" on cranberry production in the States & I was surprised to see the transportation truck (in pic attached) - looks like a 1930's Indian front end ???

I contacted Kew about it by email a while back, asking where it had come from but didn't get any replay

Cheers from Toby

Pictures from New Zealand

These pictures were sent by a pal of mine who has just visited Invercargill in New Zealand. Home of Bert Munro.

MOTOCYCLE CLUB OF GREAT BRITAIN

FOUNDER
SAM LEE

PRESIDENT
CALVIN UNDERWOOD
77 TO 79 PHOENIX STREET
SUTTON IN ASHFIELD
NOTTS
NG17 4HL
01623 406349
calvin.phoenix@ntlworld.com

EDITOR
JOHN WRIGHT
2 KESWICK DRIVE
CULLERCOATS
NORTH SHIELDS
TYNE & WEAR
NE30 3EW
0191 2522840
jdwright@netcomuk.co.uk

REGALIA
DAVE GILL
FERN VILLAS
12 HOWARD STREET
SUTTON IN ASHFIELD
NOTTS.
NG17 4DD
von.gill@ntlworld.com

ARCHIVE
DAVE GILL
FERN VILLAS
12 HOWARD STREET
SUTTON IN ASHFIELD
NOTTS.
NG17 4DD
von.gill@ntlworld.com

SPARE PARTS
JOHN WRIGHT
2 KESWICK DRIVE
CULLERCOATS
NORTH SHIELDS
TYNE & WEAR
NE30 3EW
0191 2522840
jdwright@netcomuk.co.uk

TREASURER
JAN QUIGLEY
183 BUXTON ROAD
NEWTOWN
DISLEY
STOCKPORT
CHESHIRE
SK12 2RA
01663 747106
indianjohn@fsmail.net

MEMBERSHIP
JOHN CHATTERTON
183 BUXTON ROAD
NEWTOWN
DISLEY
STOCKPORT
CHESHIRE
SK12 2RA
01663 747106
(AFTER 6 P M AND BEFORE 9.00PM)
indianjohn@fsmail.net

VICE PRESIDENT
FRANK GRASSI
17 COOPER AVENUE SOUTH
LIVERPOOL
MERSEYSIDE
L19 3PW
0151 427 2366
vlads@tiscali.co.uk

WEBSITE
ANITA DRAY
8 CHURCH LANE, MOLASH
NR CANTERBURY
KENT
CT4 8HB
01233 740021
boudicca@indianriders.co.uk